

THE BANNER.

W. J. BURKE, Editor & Proprietor.

PLYMOUTH, IND.

Thursday Morning, Nov. 10, 1853.

Advertisements to insure insertion, must be handed in by Tuesday preceding the day of publication.

War! War!! Between cold feet and fingers, and those of our subscribers who promised us Wood.

BAD EGGS.—In consequence of a disappointment in getting on our supply of ink, we were compelled to use an indifferent article for a few weeks past, and the Banner has made rather a poor appearance during that time; but the difficulty has been remedied, and we hope a similar one will not soon occur.

Our building troubles are off or hands now, and we are in them, and more of our attention will be devoted to the office business hereafter.

Cincinnati, Peru and Chicago Railroad.

That portion of this work between Peru and Laporte is now being pushed forward with unusual energy. Gov. Bobb, the President of the Board, and the commissioners appointed to appraise the real estate subscribed as stock, have just spent a few days amongst our citizens, in receiving the titles to the lands and issuing certificates of stock for the same, and affording the utmost confidence in the early prosecution of the work.

We may now consider it as one of the fixed facts that this place is to be point on this road—as the principal part of the stock subscribed here, was originally on this express condition—the route which we have looked upon as most practicable, if the company regard its best interests—and we now feel fully assured, that before the November of another year, we shall be visited by the iron horse.

The company has effected a running arrangement with the N. L. & S. M. road at Laporte—running upon the same gauge and using the same depot buildings—also with the Peru and Indianapolis road at Peru, and with the Cincinnati and Cambridge City—connecting us with the Queen city by both railroad and canal—and with the Richmond, Indianapolis and Terre Haute Roads.

There is also a project on foot to suspend operations on the canal, on the west end of the Fort Wayne and Chicago road from this place, and concentrate their entire force on that work from this place to Fort Wayne, and that the Cincinnati, Peru and Chicago company proceed immediately to the construction of that part of their road from Laporte to this place, and thus speedily bring a portion of both the roads into active operation. Judging from the feeling at present manifested on the part of the two companies, we think this last arrangement will be satisfactorily effected, and should not be at all surprised if the two companies should ultimately consolidate their stock, and together build from Laporte to Chicago—adapting from this place west but the one and a joint road. At all events, we may now look with certainty for railroad facilities in an eastern, south-eastern and western direction from Plymouth, in less than a twelve-month from this time.

Post Offices.—We have heretofore neglected to notice the establishment of a new Post Office at FAIRMOOUNT in this county, some five miles north of this place on the Michigan road. Casper Fox is the Post Master. How many new subscribers can the Banner have in that vicinity? They will have no postage to pay.

The office at Leesburg on the Leesburg road has been discontinued, and we hope those of our subscribers who were supplied at that place, will devise some means to have their papers reach them.

We have understood that arrangements are about to be made for the re-establishment of the office at Marshall or Wolf Creek Mills. Go ahead.

The Department of State at Washington has instructed Minister Gadsden to demand of the Mexican Government redress for the outrages committed two years ago on Consul Francis W. Rice, at Acapulco. Come it, cork leg.

Party!—The division and fight in New York between the two factions of the Democratic party—denominated "Softs" and "Hards"—is growing more furious, and its spirit and influence is creeping into and affecting the political atmosphere in other States. The Bronson removal has widened the breach and made the belligerents doubly fierce. Let them fight—we care not a cent for none of their

parties or organizations. An independent route is the nearest right after all is said and done. We desire a good government, a wholesome and faithful administration of the laws, and shall labor to perpetuate and continue them, with far less regard than we have heretofore had as to who holds the reins at the capitol. Political creeds and policy shall have our own deliberate sanction before we put our shoulder to the wheel that is to roll them onward.

Fort Wayne & Chicago Road.—The President of this road recently effected a sale of some of its seven per cent, bonds in the eastern market at \$74c. For a road which has but just commenced operations this may be considered quite a favorable transaction, and shows conclusively that the company and their enterprise are favorably estimated by eastern capitalists.

Contractors on this work in the vicinity of this place, are pushing it onward with commendable zeal.

Hon. JOHN BELL, has been re-elected to the U. S. Senate by the Legislature of Tennessee, for six years from the 4th of March next.

There remain but few of the old and efficient statesmen to fill seats in the National councils, whose calm admonitions, advisory counsels and legislative tact and experience are to keep in trim the old ship of State. John Bell of Tennessee is one of them.

A commendable Enterprise.—At a late meeting of the Board of Directors for the company constructing a railroad from Indianapolis via Vincennes to Paducah in Ill., a re-organization was effected, and John H. Bradley Esq. was chosen President and J. P. Chapman elected Secretary. In view of the existing difficulty in negotiating loans upon favorable terms in the eastern market, this company has contracted for the building of their road upon the express condition that the undertaker is to erect iron works on the line of the road, contiguous to which there is in Owen and Greene counties an abundance of ore and coal, for the manufacture of the iron necessary for the entire work. This is the true policy, and is worthy of imitation. Undertakings of greater hazard than this, have been successful, and whilst we are shipping tonnage over ocean equal to cover thousands of miles of railroad track in this State, in many instances there is lying but a few feet beneath it, enough to bridge the Atlantic, if such a work were possible.

Foreign News.—In addition to the accounts which appear on our first page, we have intelligence of the arrival of the Africa at New York on Friday last at 10 A. M. She reports breadstuffs all our late arrivals have done—still on the rise. She brings Liverpool dates to the 2nd ult. Turkish affairs remain unchanged.—Omar-Pacha's summons to the Russians has been published. It is temperate and manly. Gortschakoff's reply is short and boorish.

Hostilities are expected to commence on the 25th. Both armies continue to make active preparations.

Abd-el-Kader has been offered a command by the Turks, but awaits permission from the French government.

The St. Johns (N. B.) papers say the gale on Monday night was the most severe ones of the season.

Many vessels, with valuable cargoes were driven ashore.

The schooner Maria, for St. Johns, with a cargo valued at \$25,000, went on the rocks and went to pieces. The crew was saved by a life boat from a passing steamer.

The ship President, of Boston, was ashore, and will be a total loss. Thirteen of her crew are still on board, and all attempts to rescue them have failed.

The Coalition Democratic Convention, for Middlesex county, met at Concord (N. H.) to day, and passed resolutions repudiating all connection with Free-soilers.

The remaining emigrants of the chole-

ship Sagadahock left Boston this morning for the West. Whole families had been swept away by the sickness on board.

We should very much like to see his decision in print.

J. C. Applegate Esq. has purchased the interest of his partner Mr. McCarty, in the Delphi Times, and taken entire charge of the paper. Mac goes to Reunialler to publish a neutral paper. Place your foot upon party Mac, and suffer the dictates of an honest heart to place you truly in the Independent ranks. Load your pipe and call over.

Dr. A. D. Gall, of this city, has received the appointment of Consul to Antwerp, Belgium.—Free Democrat.

Well, that is certainly a bitter dose for any administration to swallow. The Press should hereafter remain man about Mr. Brown's appointment as mail agent.

Is the Greeneside Sentinel now satisfied?

We notice that several of the States have simultaneously agreed upon the 24th of this month as a day of thanksgiving and prayer, and by our last foreign items, it is intimated that the Turkish troops are to commence hostilities. We expect to manifest our sympathy for Turkey on the 24th, and poor Turkey (not Job's) will be in poor plight to war a day after the feast.

Horace Greeley, whilst on his late trip to this State was nominated as the Maine Law Candidate for the State Senate, and upon his return and finding that neither of the other candidates had publicly announced themselves for the Maine Law, now declares his colors hoisted.

CALIFORNIA.—Our readers may find a California letter from a former citizen of this place, on the first page of today's paper.

Dry AGAIN.—The Editor of the Logansport Journal says 70 barrels of whisky were sold in that place during the month of October, and he thinks that some persons are getting more than their share, for he knows "it has not half got round." Tom, perhaps you can get a suck at the other half.

The Plymouth Banner announces the death of A. Kendall, a stranger who had gone to that place but recently and set up a shop, leaving an orphan son only thirteen years of age, with none but strangers to care for him. And, in chronicling the death of the stranger, a touching incident is related of a little eight-year-old boy, of the same age of the orphan, who kindly tendered his services, while all his elders were heedlessly engaged in the pursuit of life, to keep watch for a whole day with his little stranger companion over the remains of the departed parent. Such noble and manly little fellows deserve the best fortune that the world can bestow upon them.—*Madison Banner.*

Important News Items.

PHILADELPHIA, Oct. 28.

Christopher Fallon assigned the Presidency of the Sunbury and Erie Railroad, this of evening and John Tucker, of the Reading road, contiguous to which there is in Owen and Greene counties an abundance of ore and coal, for the manufacture of the iron necessary for the entire work. This is the true policy, and is worthy of imitation. Undertakings of greater hazard than this, have been successful, and whilst we are shipping tonnage over ocean equal to cover thousands of miles of railroad track in this State, in many instances there is lying but a few feet beneath it, enough to bridge the Atlantic, if such a work were possible.

The Secretary of the Treasury's annual report will be ready the first day of the session.

A dispatch from Buffalo to day, says that the steamer Southerner, bound down with a cargo of produce, went ashore below Ashtabula, this morning, and went to pieces. Nothing was known of the fate of the crew and passengers.

The Legislature of Vermont has elected Robinson (dem.) Governor of that State, by six majority.

The Democratic Convention assembled at Plymouth, Mass., yesterday passed a resolution that the removal of Collector Bronson deserves, and will receive the support of all true friends of Democratic principles.

Fears are entertained that the steamer Ajax, of New York, founded at sea in the gale on Monday night; she was seen off Chatham, Monday at noon, on her way to New York, and since then nothing has been heard of her. She had on board twelve men; among them were Captain Timothy Baker, the coast pilot, and William Sidmore, the Hurlgate pilot.

The St. Johns (N. B.) papers say the gale on Monday night was the most severe ones of the season.

Many vessels, with valuable cargoes were driven ashore.

The schooner Maria, for St. Johns, with a cargo valued at \$25,000, went on the rocks and went to pieces. The crew was saved by a life boat from a passing steamer.

The ship President, of Boston, was ashore, and will be a total loss. Thirteen of her crew are still on board, and all attempts to rescue them have failed.

The Coalition Democratic Convention, for Middlesex county, met at Concord (N. H.) to day, and passed resolutions repudiating all connection with Free-soilers.

The remaining emigrants of the chole-

ship Sagadahock left Boston this morning for the West. Whole families had been swept away by the sickness on board.

We should very much like to see his decision in print.

For the Banner.

When lovely-maiden veils her bosom,
With muslin, fly white and thin;

What man with eyes, could e'er refuse 'em
From causally peering in?

And when his infant gaze—returning,
And the gods heaved to deep draw sighs,

Would not his eager ends be burning,
To press—his bosom o'er his eyes?

DIGGINS of Danville.

JOSEPH EVANS, T. M. C.

October 27, 1853. 3413.

STATE OF INDIANA.

MARSHALL COUNTY, ss:

NOTICE to James Griffin:

He said James Griffin being a non-resident of said county is hereby notified that, Pursuant to the provisions of the Statute in such case made and provided, the Fort Wayne and Chicago Rail Road Company hereby signify the desire and intention of said Company to appropriate, and hold the right of way, and the right to enter upon, construct, maintain and use a railroad, known as the Fort Wayne and Chicago Railroad, on and across the following described premises, situated in Marshall county, in the State of Indiana, to-wit: The west half of the south west quarter of section 29, in township 34, north of range one east. The center line of said Rail Road entering said section at a point on the south line of the section, 2 1/2 chains east of the south west corner, running across the south west corner of said tract a distance of 2 1/2 chains, to and out at a point on the west line of said tract, 61 links north of the south west corner, said line being marked on said land by station stakes, said distances as above stated, more or less.

The said Company hereby intending to appropriate as aforesaid and for the purposes aforesaid, three rods in width of land on each side of the center line of said road for the distance of the whole length of said center line of said road, on & across said premises; said center line of said road being herein above described as the same is at present located, as will more fully appear by a plat of said Rail Road line and adjoining premises, as located in said town in said Marshall County, now on file in the office of the Clerk of the Marshall Circuit Court in said County of Marshall, reference being thereto had; and said appropriation will include the right of said Company to take materials, except timber, for the construction and repair of said road, at any point within fifty feet of the center line of said road, with the right of way over said tract of land sufficient to enable said Company to construct and repair said road, & the right to conduct water by aqueducts, and to have and to hold said rights, interests and privileges, to the use of said Company so long as the same shall be required for the use and purposes of said road, in as full, ample and perfect a manner as may be required for that purpose.

And said Hugh McCulloch is hereby notified that the appraisers to assess the damages done by such appropriation will meet on said land on Thursday the 17th day of November next, and then make their assessment, adjourning to another day if necessary.

The Fort Wayne & Chicago Rail Road Company.

By C. H. REEVE, Atty for the Com.

October 27th 1853. 3413.

STATE OF INDIANA.

MARSHALL COUNTY, ss:

Notice to Moses Gunn Jr.:

HE said Moses Gunn Jr., being a non-resident of said county, is hereby notified that, Pursuant to the provisions of the Statute in such case made and provided, the Fort Wayne and Chicago Rail Road Company hereby signify the desire and intention of said Company to appropriate, and hold the right of way, and the right to enter upon, construct, maintain and use a Rail Road, known as the Fort Wayne and Chicago Railroad, on and across the following described premises, situated in Marshall County, in the State of Indiana, to-wit: The west half of the north east quarter of section 32, in township 34 north, of range one east. The center line of said Rail Road entering said section at a point on the east line 18 1/4 chains east of the south west corner, running across the south west corner of said tract a distance of 2 1/2 chains east of the north east corner, passing across the section in a straight line (including said tract) to and out at a point on the north line of said section, 2 1/2 chains east of the north west corner, running on said tract 20 31 chains, of which tract said Moses Gunn Jr. owns one third part of fifty acres, the same being uninclosed. The said Company hereby intending to appropriate as aforesaid and for the purposes aforesaid, three rods in width of land on each side of the center line of said road for the distance of the whole length of said center line of said road, on & across said premises; said center line of said road being herein above described as the same is at present located, as will more fully appear by a plat of said Rail Road line and adjoining premises, as located in said town in said Marshall County, now on file in the office of the Clerk of the Marshall Circuit Court in said County of Marshall, reference being thereto had; and said appropriation will include the right of said Company to take materials, except timber, for the construction and repair of said road, & the right to conduct water by aqueducts, and to have and to hold said rights, interests and privileges, to the use of said Company so long as the same shall be required for the use and purposes of said road, in as full, ample and perfect a manner as may be required for that purpose.

The said Company hereby intending to appropriate as aforesaid and for the purposes aforesaid, three rods in width of land on each side of the center line of said road for the distance of the whole length of said center line of said road, on & across said premises; said center line of said road being herein above described as the same is at present located, as will more fully appear by a plat of said Rail Road line and adjoining premises, as located in said Marshall County, now on file in the office of the Clerk of the Marshall Circuit Court in said County of Marshall, reference being thereto had; and said appropriation will include the right of said Company to take materials, except timber, for the construction and repair of said road, & the right to conduct water by aqueducts, and to have and to hold said rights, interests and privileges, to the use of said Company so long as the same shall be required for the use and purposes of said road, in as full, ample and perfect a manner as may be required for that purpose.

And the said Moses Gunn jr. is hereby notified that the appraisers to assess the damages done by reason of such appropriation, will meet on said land on Thursday the 17th day of November next, to make their assessment, adjourning to another day if necessary.

The Fort Wayne & Chicago Rail Road Company.

By C. H. REEVE, Atty for the Com.

October 27th 1853. 3413.

STATE OF INDIANA.

MARSHALL COUNTY, ss:

Notice to Hugh McCulloch:

The said Hugh McCulloch being a non-resident of said county is notified that,

PURSUANT to the provisions of the Statute in such case made and provided,

the Fort Wayne and Chicago Rail

Road Company hereby signify the desire

and intention of said Company to appropria-

te, and hold the right of way, and the

right to enter upon, construct, maintain

and use a Rail Road known as the Fort

Wayne and Chicago Rail Road, on and

across the following described premises,